



A ROAD ASSESSMENT PROGRAMME FOR AFRICA

Consultation Paper

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INTERNATIONAL ROAD ASSESSMENT PROGRAMME
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1. Background

In 2005, the three regional Road Assessment Programmes – EuroRAP, AusRAP and usRAP – established the International Road Assessment Programme (iRAP), as a non profit Association registered in England at 60 Trafalgar Square, London

The objects of iRAP are to promote consistent Road Assessment Programmes worldwide and to provide a single entity with whom supra-national bodies can deal such as the World Bank, WHO and UN (see www.irap.net)

The EuroRAP, AusRAP and usRAP Programmes. The programmes of EuroRAP, AusRAP and usRAP can be seen on their respective websites: www.eurorap.org; www.ausrap.org; and www.usrap.us.

The three programmes measure the safety of roads using a consistent international protocols that can be applied in any developed country. The results are presented in the form of colour coded risk maps showing the differing risks road users face on different road sections and star ratings which show the extent to which roads protect their users from serious crashes. The Road Assessment Programmes also enable performance tracking of the rate at which high risk roads are being eliminated and identify the engineering countermeasures which were successful.

The iRAP Pilot Programme. In 2006, supported by the FIA Foundation, iRAP began a pilot programme to develop tools and techniques suitable for low and middle income countries. This global cooperation between autoclubs, major research institutions and road safety stakeholders was unprecedented as pilot programmes were simultaneously launched in Costa Rica, Chile, South Africa and Malaysia.

The new tools being developed by iRAP in the pilot will also help road authorities identify affordable, high return countermeasures – from pedestrian crossings to safety fencing – on a scale that can cut national casualty figures.

MoU with World Bank. In Autumn 2006, iRAP and the World Bank signed an initial 5-year Memorandum of Understanding which was announced at a Press Conference at the FIA General Assembly in Barcelona.

Accra Declaration. In February 2007, the important Accra Declaration was signed by Transport and Health Ministers at the 4th African Road Safety Congress. Ministers were meeting under the auspices of the WHO and Economic Commission for Africa.

The Accra declaration recognises the urgent need to improve road safety in Africa, particularly in Sub-Saharan Africa, and systematically include road

safety in the work of the Africa Infrastructure Consortium; the Sub Saharan Africa Transport Policy Programme; and in the development assistance programmes of the G8 nations

The Accra Declaration is at :

http://www.uneca.org/eca_programmes/nrid/docs/accra_declaration.pdf

2. A Road Assessment Programme for Africa

In Spring 2008, the iRAP Board reviewed the Accra Declaration and progress with the iRAP pilot programme and, following favourable initial soundings, decided to consult African and other stakeholder interests formally on the establishment of an African Road Assessment Programme.

The African Road Assessment Programme would be the first regional Road Assessment Programme to be established outside the developed world

It is proposed that the entity is called AfRAP or AfricaRAP. The name AfRAP has had the most support in initial soundings.

3. The Role of AfRAP

In Europe, Australia and the United States, the regional programmes EuroRAP, AusRAP and usRAP manage the development of a consistent and cohesive programme to the same standards across many states. Each Regional Programme ensures the quality of the programme.

Through iRAP, the Regional Programmes across the world give each other mutual support and ensure that programmes across the world learn from one another. The Regional Programmes ensure they remain globally consistent anywhere in the world whatever local circumstances are taken into account in applying the technical protocols. A four star road must mean four star everywhere.

The role of an African entity would be the same as the entities in the developed world. While iRAP would provide technical support and help channel available financial support, programmes for Africa would be managed in Africa and communicated in Africa. The entity would become the technical centre of excellence for the practical application of the iRAP protocols in African conditions

AfRAP must be competent in dealing with African road safety stakeholders across the continent. It must be able to procure the technical services it needs competently with good transparent governance.

4. Legal Form of AfRAP

The legal form of AfRAP needs consideration.

iRAP is a not-for-profit company registered in England limited by guarantee and to be acceptable to iRAP, AfRAP must similarly be a suitable form of not for profit organisation

EuroRAP is similarly an international non-profit Association formulated under special Belgian law. In its early years, EuroRAP was run as an informal Association within the Road Safety Foundation, a UK registered charity founded by a motoring club. This charity also managed the financial affairs of the Association in the early years while EuroRAP matured and established itself.

The usRAP programme is currently managed as a major programme of the AAA Foundation for Traffic Safety. A panel of stakeholders advise the AAA Foundation on the development of the programme.

The AusRAP programme is established as a Committee of the Australian Automobile Association. The Committee includes stakeholders within and outside the Association and separate accounts for AusRAP are maintained.

AfRAP could be established from the start as a separate entity or, following the model of the other three regional programmes, it could be a Committee or Panel of a charity or association with appropriate objects. It could begin under the umbrella of another entity and then subsequently take the decision to establish itself independently in due course providing this goal was recognized at the outset.

If an offer from a fully suitable charity or not-for-profit organisation was received, this is likely to be the cheapest and best way forward to incubate AfRAP. It would allow focus on the goals of the programme rather than administration in the early period.

5. Location of AfRAP

AfRAP is likely to focus on sub-saharan Africa. Given the existing investment by iRAP in the South African pilot, the required access to specialist skills and transport connections, Johannesburg would seem a front running location.

6. AfRAP's Executive

The Chief Executive of AfRAP seems likely to need public affairs experience, experience of steering and procuring a technical programme, and experience in the finance and governance issues involved in running a small but influential entity.

AfRAP is certain to need to have a Chief Technical Officer and a Financial Controller. It will need to have access to contract letting and management skills.

None of the above posts initially necessarily need be full time. This reinforces the case for finding a host organization in the initial stages where support services in particular might be shared.

7. Board or Committee of AfRAP

It is proposed that the AfRAP Board or Committee should not be large – some 6 to 8 Members - as its focus would be on supporting the Executive in delivering a practical programme. The EuroRAP Board, for example, hold 6 monthly plenary sessions with all Members and stakeholders to present progress and ventilate issues.

A model to stimulate discussion might be:

- * 4 senior representatives from African motoring clubs bringing CEO, Financial, Public affairs and Technical skills
- * the iRAP Technical Director
- * a Member of the host Board
- * a development funding stakeholder

8. Date of establishment

The target date for establishment would be driven by the pace of development and funding availability of the African programme but currently the establishment of AfRAP would appear needed in 2008.

9. Summary of Issues for Consultation

The summary of key issues is:

- i) Name – what should be the shorthand name of the African Road Assessment Programme? Should it be AfRAP?
- ii) Legal Form - what legal form should AfRAP be as a not-for-profit entity? Should it seek to operate, at least initially, under the umbrella of an existing not-for-profit organisation? Are there existing entities willing to step forward and act as this umbrella?
- iii) Location Is Johannesburg the natural location for the entity?
- iv) AfRAP's Executive Are there important skills omitted in the skill sets defined?
- v) AfRAP's Board or Committee How should the Board or Committee be best constructed to deliver programmes and keep in touch with stakeholders?

10. Replies to Consultation

Please send your views and comments by email to Brenda.King@irap.net

“iRAP Consultation on a Road Assessment Programme for Africa” in the title.
Replies should arrive no later than 30th September 2007.

This Consultation can be downloaded at www.irap.net

iRAP
London
31st May 2007